June 29, 2021

Proposed Revisions to the March 2021 Draft General Plan

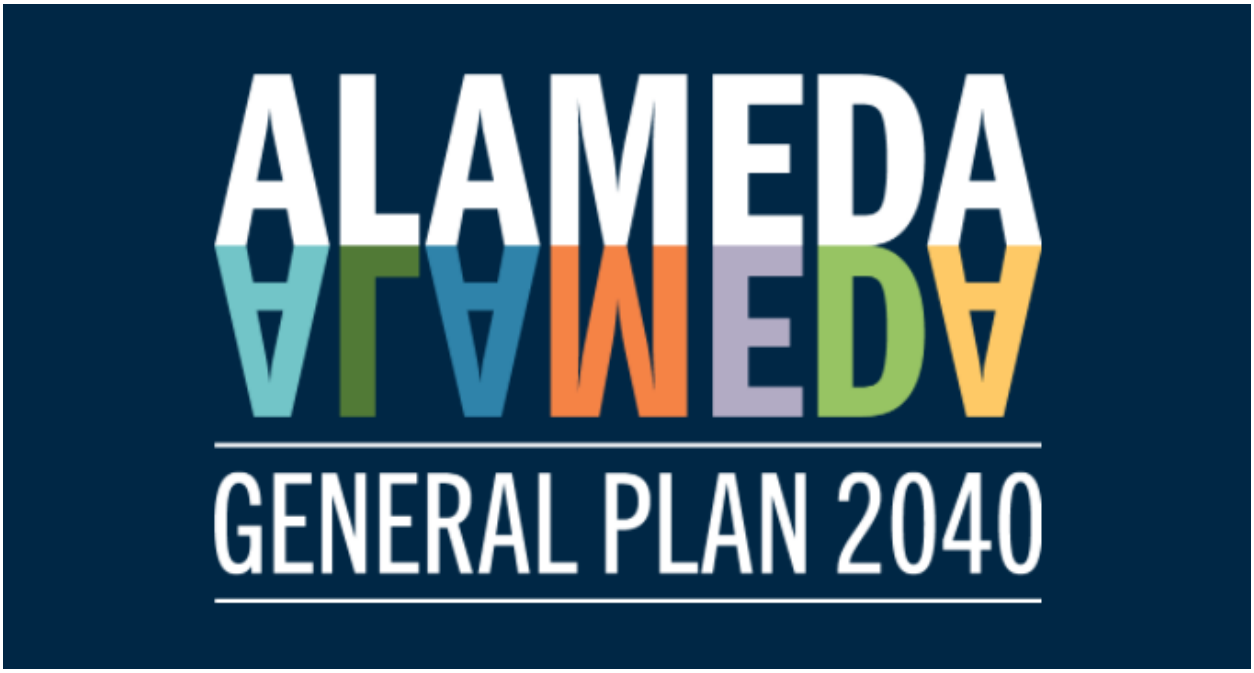


Exhibit 1
Item 7- C, July 12, 2021
Planning Board Meeting

Global Revisions:

1. Fix typos throughout. (Special thank you to Pat Potter for contributing her excellent editing skills to the General Plan editing process.)

2. Change name of “Alameda Point Wildlife Refuge” to “Alameda Point Nature Reserve” in all policies and on all maps.

Revisions to Chapter 1 ORGANIZATION AND THEMES:

1. 1.2 LOOKING BACK: A BRIEF HISTORY OF ALAMEDA. Revise three paragraphs in section

Prior to the arrival of the Spanish, Alameda was a peninsula of land covered by a dense forest of coastal live oak and inhabited by Coastal Miwoks who sustained themselves through hunting, fishing and gathering. Settlement of Alameda by Europeans~~non-natives~~ began in 1820 ~~1776~~, when Luis Peralta divided Rancho San Antonio among his four sons. Alameda derived its original name, “the Encinal,” from the large stands of native oaks (“encino” means “oak” in Spanish) on the Main Island. The name “Alameda,” meaning “grove of poplar trees,” was given to the City as a poetic gesture upon popular vote in 1853.

In the decades between 1920 and 1970 the City witnessed cycles of boom and bust. Following an enlightened era of civic building during the 1920s, Alameda endured difficult years of political scandal and corruption through the 1930s. The entry of the United States into World War II focused the City’s attention on the war effort. During World War II, shifts ran around the clock at the Alameda Naval Air Station (commissioned in 1940) and in the City’s shipyards. The City’s population reached an all-time high of 89,000, but also became more economically and racially segregated, with lower income households and people of color predominantly located on the west side of Alameda and higher income households predominantly located on the east end of Alameda.

In 1973, soon after passage of ~~In response to~~the Fair Housing Act of 1968, ~~1973,~~ the voters of Alameda approved a citizens initiative ~~passed a measure~~to amend the City Charter to prohibit construction of all multifamily housing in Alameda. City Charter Section 26-1 states, “There shall be no multiple dwelling units built in the City of Alameda”. In 1991, the voters approved a second initiative to add ~~added~~ Charter Section 26-3, which limits residential density to one unit for every 2,000 square feet. The two measures, collectively referred to as “Measure A”, effectively stopped the development of any multifamily housing in Alameda from 1973 to 2013.

2. Revise the population growth and housing text in section 1.3 LOOKING AHEAD: ALAMEDA IN 2040 as follows:

Alameda will continue to provide for its share of the growing regional housing need as required by State Housing Law and Alameda's regional housing needs allocation, which is projected to include the need for approximately 10,000 to 12,000 new housing units in Alameda over the next 20 years. The majority of the growth in Alameda will occur on the former Naval Air Station lands and along the Northern Waterfront of Alameda. Both areas are designated as priority development areas in the regional plan, Plan Bay Area. Additional housing opportunities exist for accessory units and additional units on existing residential properties, and along the Park Street and Webster Street commercial corridors and the community's several shopping center sitess. ~~It is expected that Alameda's existing historic neighborhoods and commercial main streets will look very similar in 2040 as they do today and as they did in 2000 since much of the new housing in these areas will be limited to backyard accessory buildings and addition of units within existing buildings.~~

3. Revise the "Character" them in Section 1.4 THEMES OF THE GENERAL PLAN as follows:

Preserve and enhance Alameda's distinctive character.

Alameda is distinguished by its island setting, diverse neighborhoods and main streets, diverse historic architectural styles, extensive tree canopy and overall walkability and livability. Equally important to Alameda's distinctive character is its diversity of family and household types, its wide range of household incomes, and the diverse ethnic and racial composition of its residents. These qualities, and others, contribute to the quality of life for residents while providing the framework for shaping development, providing for the diverse needs of a diverse community, conserving resources and maintaining a thriving economy. General Plan 2040 policies manage growth to address current challenges and responsibilities while retaining and building upon the physical qualities and characteristics that contribute to a high quality of life in Alameda.

4. Revise Section 1.5 Implementation and Priority Setting to include list of implementing plans:

The Alameda Municipal Code and issue specific and area specific plans adopted by the City Council also play an important role implementing the General Plan. All these plans must be consistent with the General Plan, and they provide specific, shorter term actions to achieve longer term General Plan policy objectives. Examples include:

- Municipal Code Development Regulations
- Design Guidelines and Objective Design Standards
- Climate Action and Resilience Plan
- Transportation Choices Plan

- Parks and Recreation Master Plan
- Local Hazard Mitigation Plan
- Emergency Operations Plan
- Alameda Point Waterfront and Town Center Specific Plan
- Alameda Point Main Street Neighborhood Specific Plan
- Active Transportation Plan (Bicycle and Pedestrian Plan)
- Vision Zero Action Plan (under development)

5. Revise Spotlights to include additional dates and information suggested by community.

Revisions to Chapter 2 LAND USE + CITY DESIGN ELEMENT

1. **Land Use Element Goal related to Character amended as follows:**

Character: Maintain and enhance safe, healthy, sustainable, economically and culturally diverse, complete and connected neighborhoods, districts, and waterfronts that support a high quality of life and fair and equitable access to affordable housing, employment, education, recreation, transportation, services, and participation in public decision making.

2. Revise Alameda Character Spotlight as follows:

ALAMEDA'S ~~NEIGHBORHOOD~~ CHARACTER:

WHAT ARE THE QUALITIES THAT GIVE ALAMEDA ITS DISTINCT ~~UNIQUE~~ CHARACTER?

General Plan policies embrace and support the desirable qualities and assets that give Alameda its distinct ~~unique~~ character. Understanding those qualities is important~~,~~ in order that future community design decisions and investments continue to support, enhance and maintain Alameda's character. Examples include: ~~Th includes: e characteristics that give Alameda its special character are:~~

WALKABILITY. Alameda, like all great places, is walkable. Short blocks, generally two lane roads, a traditional street grid, street trees, and a network of public parks and open spaces, a pair of commercial "Main Streets", and human-scaled buildings, make walking in Alameda pleasant and comfortable.

CITY OF NEIGHBORHOODS AND MAIN STREETS Alameda is a city of diverse neighborhoods and main streets that has endured and evolved over time. Walkable, mixed-use neighborhoods and commercial main streets where people live and work, own homes and rent, with nearby parks serving families, seniors, and kids, ~~and main streets~~living in Alameda feels more like living in a small town than living in a metropolitan city of 80,000. General Plan policies preserve and build on this neighborhood fabric to accommodate inclusive residential and commercial growth while maintaining its charm.

LEAFY STREETS The mature deciduous and evergreen trees along Alameda's city streets and in its parks are critical to Alameda's neighborhood character. Systematic planting and maintenance of a variety of younger specimen trees in the future is essential to maintaining and expanding Alameda's urban forest for future generations.

CONNECTION~~ED~~ TO NATURE Memorable towns and cities are often surrounded by natural areas or defined by natural features, such as a river or a lake. Alameda's island setting contributes to its distinctive feeling of being connected to nature. Alameda's often tree-lined street grid provides multiple ways to explore the outdoors and easily connect to the water's edge. Maintaining Alameda's network of public open spaces and parks and promoting improvements to retain and enhance access to the water for all Alamedans will be essential to maximizing and preserving Alameda's unique natural assets.

HUMAN SCALE Alameda is "human scale". Tall trees, narrower streets with slower moving traffic, and buildings generally one to four stories in height fronting onto the sidewalk creates an environment that is best appreciated by the human senses and at eye level. Maintaining a human scale in all changes to landscapes, streets, and buildings is maintaining Alameda's character.

QUALITY ARCHITECTURE AND DESIGN ~~Although~~ Alameda buildings represent a wide range of ~~Bay Area regional~~ architecture styles dating back to the 19th Century. Many have architectural signficance and most ~~, they~~ are well-crafted, comfortable, and rich with personality and color. Continuing to promote historic preservation and architectural design excellence through ~~by ensuring that~~ City development regulations ~~express clear outcomes~~ is essential.

3. Amend the following Land Use Element Policy as follows:

LU-1 **Inclusive and Equitable Land Use and City Design.** Promote inclusive and equitable land use plans, policies, zoning regulations, and planning processes. (See also Policies CC-1, CC-2, ME-1, ME-2, ME-3, HE-9 and HE-13).

Actions:

- ***a. Equitable Plans.*** *Ensure that citywide and neighborhood plans are inclusive, non-discriminatory, and culturally responsive. Plans should reduce disparities, promote equitable access, minimize the impacts of income disparity, minimize displacement and promote fair access to affordable housing.*
- ***b. Exclusionary and Discriminatory Policies.*** *Rescind existing policies, programs, or development standards that are exclusionary or discriminatory.*
- ***c. Equitable Distribution.*** *Ensure that the uses, facilities, and services that are needed for a high quality of life are distributed equitably throughout the city.*
- ***d. Inclusive Processes.*** *Ensure robust community involvement in all city planning, public investment, and development review decision making by actively engaging all segments of the community, especially those that have historically been less engaged in city decision-making such as lower-income families, people of color, and youth.*
- ***e. Equal Representation.*** *Appoint~~Encourage~~ a broad cross section of the community ~~in the appointments~~ for commissions and other boards and advisory committees.*

LU-2 **Complete Neighborhoods.** Maintain complete, safe, healthy, and connected neighborhoods that support a mix of uses and meet the needs of residents of all ages, physical abilities, cultural backgrounds and incomes. (See also Policies HE-2, HE-3, HE-4 and HE-15).

Actions:

- ***a. Healthy Neighborhoods.*** *Provide equitable and safe access to housing, parks and recreation facilities, community services, public health services, schools, child care facilities, and neighborhood amenities in all neighborhoods.*
- ***b. Parks and Open Space.*** *Provide a comprehensive and integrated system of parks, trails, open space, and commercial recreation facilities within a safe and comfortable 1/4 mile walk from all neighborhoods. (See also Figure 6.2).*
- ***c. Water Access.*** *Provide convenient and safe bicycle and walking access to the waterfront from all residential neighborhoods.*

d. ***Accessory Units.*** *Permit accessory dwelling units in all residential and mixed-use zoning districts to increase the supply of small, more affordable housing units.*
e. ***Affordable Housing.*** *Permit rental and ownership housing opportunities for all income levels, ages and family types and sizes in all residential and mixed-use zoning districts.*
f. ***Multi-family and Shared Housing.*** *Permit well designed multi-family and shared housing opportunities, including co-housing, congregate housing, senior assisted living, single room occupancy housing, transitional housing, emergency warming shelters, and shelters for the homeless in all ~~Medium-Density~~ residential zoning districts and in all ~~three of the Mixed-Use Land Use Classification~~commercial mixed--use zoning districts to provide for the housing needs of all Alamedans.*
g. ***Child Care.*** *Permit child care facilities and services in all residential and mixed-use zoning districts.*
h. ***~~Cottage Business and Home Occupations~~Home Based Businesses.*** *Permit small employment and business opportunities such as home occupations, live work, and "cottage" businesses in all residential and mixed-use zoning districts to reduce commute hour traffic and associated greenhouse gas emissions.*
i. ***Local Food.*** *Permit farmers' markets and community gardens in all residential and mixed-use zoning districts to increase access to healthy foods for all residents throughout the city.*

LU- 3 Complete Streets. Promote safe and walkable neighborhoods with inter-connected well-designed streets that serve the needs of all Alamedans and all modes of transportation. (See also Policies ME-1, ME-5, ME-6, ME-7, ME-14, CC-7, HE-12 and the 'What Makes a Complete Street?' Spotlight in the Mobility Element).

Actions:

a. ***Connectivity.*** *Connect neighborhoods and major destinations such as parks, open spaces, the waterfront, civic facilities, employment centers, retail and recreation areas with pedestrian and bicycle infrastructure, and avoid sound walls, gated streets and other similar barriers that separate neighborhoods and decrease physical and visual connectivity.*
b. ***Pedestrian and Bike-Friendly Environment.*** *Provide wide sidewalks, street shade trees, pedestrian lighting, bike parking, bus benches and shelters, and other bike and pedestrian amenities to support walking, rolling, strolling, window-shopping and sidewalk dining.*
c. ***Common Areas.*** *Provide spaces for community interaction to encourage a sense of collective ownership of public areas.*
d. ***Safety.*** *Eliminate traffic related fatalities and severe injuries on Alameda streets by providing safe, well-designed pedestrian crossings with adequate visibility for motorists and pedestrians, minimizing curb cuts and driveways that cross public sidewalks and bicycle facilities, providing low-stress bicycle routes, and designing streets to keep automobile travel speeds below 25 miles per hour.*

LU-10 ~~Two~~ Park Street and Webster Street: Alameda's ~~romote~~"Main Streets". Support, promote and enhance ~~preserve~~ Park and Webster Streets as the city's two iconic and vibrant historic "Main Streets" to provide ~~while providing~~ Alamedans with a broad mix of retail stores, ~~local~~ restaurants, ~~stores,~~ entertainment, hospitality, ~~and~~ personal and professional services, and transit-oriented mixed-use housing opportunities ~~in other parts of Alameda~~. (See also Policies ~~y~~ LU-18 and LU-28).

Action:

- ***a. Business District Partnerships.*** *Work in partnership with the West Alameda Business~~es~~ Association and the Downtown Alameda Business Association to support, strengthen, and diversify the Park and Webster Streets commercial mixed-use districts.*
- ***b. Facade Improvement Programs.*** *Provide support for private property owners through facade improvement programs and streamlined permitting processes to improve their buildings and facades and support the overall attractiveness and success of the business district~~s~~.*

LU-11 On-Island Employment. Increase on-island employment to provide additional employment opportunities for Alameda residents, reduce commute hour congestion, and reduce transportation related greenhouse gas emissions.

Actions:

- ***a. Training and Intervention Strategies for Populations Facing Barriers.*** *Support programs, strategies and interventions that break down barriers to employment for historically marginalized populations such as youth, seniors, people with disabilities, the formerly incarcerated, and residents with limited English proficiency.*
- ***b. Partnerships.*** *Partner with the College of Alameda, ~~and~~ the Alameda Unified School District and other institutions to offer more coursework and training oriented toward emerging industries such as green economy~~collar~~, blue economy (sustainable use of ocean resources for economic growth and jobs), and other high-growth employment categories.*

LU-13 Green Economy. Promote a green economy that reduces greenhouse gas emissions generated by Alameda businesses. (See also Policies CC-6, CC-9, CC-11, CC-14, HE-2, HE-10 and HE-11).

Actions:

- ***a. Incentives.*** *Provide incentives and support for businesses and organizations that benefit Alamedans and the environment by reducing their greenhouse gas emissions and air pollution through clean energy alternatives, electrification of buildings and operations, waste diversion, and other environmental best practices.*

b. ***Green Business Practices.*** *Encourage Alameda businesses and industries to become more sustainable and continue to make positive contributions to the community by, for example, hiring locally, supporting telecommuting, utilizing solar power and prioritizing active transportation, transit, and electric vehicles. This includes providing electric vehicle and e-bike charging stations, long-term bike parking options, and a variety of transit options.*
c. ***Housing and Transportation.*** *To reduce greenhouse gas emissions generated by employee commute trips, support housing at all affordability levels in proximity to employment areas., ~~,~~ Improve bus, ferry, bicycle and pedestrian facilities in proximity to employment areas, and allow child care facilities in business areas.*

LU-15 Housing Needs. Provide land appropriately zoned to accommodate local and regional affordable housing needs and support the region's Sustainable Communities Strategy to address climate change as well as housing needs. (See also Policies CC-3, HE-1 and HE-2).

Action:

a. **Efficient Land Use**. Optimize the use of limited land in Alameda for residential purposes by maximizing the number of housing units constructed on each acre of residentially zoned land.

LU-16 Climate-Friendly, Transit-Oriented Mixed-Use Development. Permit higher-density, multi-family and mixed-use development on sites within walking distance of commercial and ~~high quality~~ transit-rich areas ~~services~~ to reduce automobile dependence, automobile congestion, greenhouse gas emissions, and energy use; provide for affordable housing; make efficient use of land; and support climate friendly modes of transportation, such as walking, bicycling, and transit use. (See also Policies ~~LU-16,~~ LU-33, LU-34, CC-3, CC-10, ME-6, ME-17, ME-18, ME-21, HE-5, HE-10 and HE-11).

Actions:

a. ***Transit-Oriented Zoning.*** *To support additional ferry service, bus services~~,~~ and future rail service in Alameda, amend the zoning code to allow for higher-density, mixed-use, multi-family housing in transit-rich locations. (See Where are the Transit Rich Locations in Alameda Spotlight)*
b. ***Mixed-Use Shopping Centers.*** *Amend the zoning code to facilitate the redevelopment and reinvestment in Alameda's single-use retail shopping centers and large open parking lots with higher density mixed-use development with ground floor commercial, service, and office uses, and ~~upper floor~~ multi-family housing.*
c. ***Incentives.*** *Utilize strategic infrastructure investments, public lands~~,~~, and public/private partnerships~~, and density bonuses and waivers~~ to incentivize and support mixed-use, transit-oriented development in transit rich locations.*

d. ***Transportation Demand Management Programs.*** *Require new developments to include transportation services and facilities, ~~and~~ such as bicycle parking facilities, to support the City's mode shift goals.*
e. ***Parking Requirements.*** *Amend the Municipal Code to replace minimum car parking requirements with maximum parking requirements to disincentivize automobile ownership and reduce construction and land costs to help make housing more affordable.*

LU-17 Adaptive Reuse and Restoration. Support and encourage rehabilitation, restoration, and reuse of existing structures to retain the structure's embodied energy and reduce the generation of waste. (See also Policies LU-25, CC-17 and CC-18).

Action:

a. ***Intensification and Reinvestment in Existing Buildings.*** *Promote reinvestment and reuse in existing buildings with façade improvement grant programs and permissive zoning provisions. ~~, including facade improvements, accessibility improvements and additional story height to increase the range of uses and richness of the urban fabric while building on the historic character and form.~~*
~~b.~~ ***Innovative Design Solutions.*** *Encourage and support innovative design solutions for the restoration and reuse of older buildings for new uses. ~~and avoid design solutions that mimic a prior design style~~.*

b. Existing Materials. *Discourage the removal of existing materials to the extent feasible to promote resource conservation and preservation of existing architectural details and materials.*

LU-18 Alameda Point Waterfront and Town Center Mixed-Use District. Consistent with the Waterfront and Town Center Specific Plan, create a compact, transit-oriented mixed-use urban core with an iconic main street and~~and~~ vibrant waterfront experience that leverages the unique character and existing assets of the area to catalyze a transformation of the larger Alameda Point area. (See also Policies~~y~~ LU-10 and HE-10).

Actions:

a. ***Mixed-Use.*** *Create a pedestrian, bicycle, and transit supportive mixed-use urban waterfront environment designed to provide for a mix of uses that include waterfront and visitor-serving uses, retail, service, entertainment, lodging, recreational, and medium to high-density residential.*
b. ***Seaplane Lagoon.*** *Permit uses that promote pedestrian vitality and are oriented to the Seaplane Lagoon, such as a ferry terminal, marinas, viewing platforms, fishing piers, and areas reserved for kayaks and other non-motorized boats. Include "short-duration stop" facilities that support stopping, gathering and viewing with places to sit, interpretive kiosks, integrated water features, public art, and access to the water.*

c. ***De-Pave Park.*** *On the western shore of the Lagoon, support development of "De-Pave Park" consistent with the Public Trust and sensitive to the neighboring Alameda Point Nature~~Wildlife~~ Reserve ~~Refuge~~.*
d. ***Conservation.*** *Educate users and enforce restrictions to Breakwater Island and install signs about the sensitivity of the protected bird and mammal species.*

LU-25 Historic Preservation. Promote the preservation, protection and restoration of historic sites, districts, buildings of architectural significance, and archaeological resources~~, and properties and public works~~. (See also Policy HE-7).

Actions:

a. ***City-Owned Buildings.*** *Preserve, maintain and invest in all City-owned buildings and facilities of architectural, historical or aesthetic merit.*
b. ***Partnerships.*** *Work in partnership with property owners, Alameda Unified School District, and non-profit organizations, such as the Alameda Architectural Preservation Society (AAPS) to ensure that the city's ~~memorable~~ historic buildings and landscapes are preserved.*
c. ***Property Owner Awareness.*** *Continue to work to increase owners' and buyers' awareness of the importance of preservation in protecting community character and identity.*
d. ***Historic Districts and Monuments.*** *Designate additional Historic Districts and Monuments to recognize areas or sites with significant historic architectural design character or cultural history.*
e. ***Financial and Design Assistance.*** *Develop financial and design assistance programs to encourage the restoration or preservation of buildings, structures, and sites with architectural, historic or aesthetic merit, such as a Mills Act Program or the Facade Grant Program.*
f. ***Demolition Controls.*** *Maintain demolition controls for historic properties.*
g. ***Alterations.*** *Require that exterior changes to ~~existing~~ historic buildings be compatible ~~consistent~~ with the building's existing or original architectural design and consistent with the Secretary of Interior Standards ~~whenever feasible~~.*
h. ***Archaeological Resources.*** *Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.*
i. ***Study and*** *Prioritize. Continue to evaluate and categorize Alameda's architectural and cultural resources to create an up-to-date inventory of historic resources to guide decision making and the creation of improved historic preservations regulations.*

~~h.~~j. ***California Historic Building Code.*** *Continue to utilize the California Historic Building Code to facilitate rehabilitation of historic buildings.*

LU-26 Architectural Design Excellence. Promote high quality architectural design in all new buildings and additions to complement Alameda's existing architectural assets and its historic pedestrian and transit-oriented urban fabric.

Actions:

- ***a. Diversity.*** *Encourage a broad range of architectural styles, building forms, heights, ~~styles,~~ materials, and colors to enhance Alameda's rich and varied architectural character and create visually interesting architectural landscapes within each neighborhood and district.*
- ***b. Creativity.*** *Encourage and support creative ~~and contemporary~~ architectural design that complements~~, but does not mimic,~~ the existing architectural designs in the neighborhood or district.*
- ***c. Harmony.*** *Harmonize the architectural design of new buildings with the architectural character of the surrounding buildings to create a visually appealing architectural landscape.*
- ***d. Human Scale.*** *Promote accessible, human scaled designs that ensure that ground floors are easily accessible and visually interesting from the public right-of-way by facing buildings toward the street, using higher quality materials at the ground floor, providing pedestrian-scaled lighting, and minimizing the extent of blank walls along ground floor elevations with doorways, windows, art, landscaping, or decorative materials.*
- ***e. Regulations and Guidelines.*** *Promote design excellence by ensuring that City development regulations and design guidelines clearly express the intent and support for creative and ~~innovative~~ district ~~design~~sensitive design solutions. ~~Guidelines should focus on desired outcomes rather than prohibited outcomes.~~*

LU- 29 **Shopping Center Redevelopment.** Redevelop existing automobile-oriented, single-use shopping centers with associated large surface parking areas into transit-oriented, mixed-use centers with multi-family housing.

Actions:

a. ***~~Vertical~~ Mixed-Use.*** *Maintain ~~ground floor~~ commercial retail and service uses, while allowing upper stories and large open parking lots to be developed for residential, office, and other uses.*

b. ***Safe, Accessible, and Connected.*** *Ensure that the pedestrian, bicycle, transit and automobile network is safe and convenient for all users and well- integrated with adjacent off-site networks.*

c. ***Shared Parking.*** *Minimize the amount of land needed for off-street automobile parking by sharing parking between on-site commercial businesses and on-site residents.*

d. ***Walkable.*** *Create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where feasible, and sidewalks generously scaled for pedestrian and wheelchair use with ample street trees, public seating areas, pedestrian lighting, and other amenities to create a safe and convenient pedestrian experience and enhance Alameda's network of leafy streets.*

e. ***Gathering Places.*** *Provide public, open air, gathering places, such as small parks, plazas, outdoor dining opportunities, or other publicly accessible areas to support a mix of residential, commerce, employment, and cultural uses.*

f. ***Architecture.*** *Require building offsets and~~,~~ window and door recesses ~~, and variations in building heights~~ to create a rich and visually interesting pedestrian level experience.*

LU-31 Gateway Design. Enhance the design of the gateways into the city.

Actions:

- ***a. Posey-Webster Tubes.*** *Improve the entry into Alameda and Webster Street by reducing visual clutter from Caltrans signs and signs on adjacent private property and increasing tree planting in the area.*
- ***b. Park Street Bridge.*** *Improve the Park Street entry into Alameda by upgrading the street lighting, street tree canopy, and sidewalk and bike and pedestrian connections on the Park Street side of the bridge. Work with the Downtown Alameda Business Association on its plan for an iconic entry arch near the Park Street Bridge.*
- ***~~b.~~c. High Street Bridge.*** *Improve landscape treatments at this entrance in conjunction with needed improvements to the High Street/Fernside Boulevard intersection.*
- ***~~c.~~d. Miller-Sweeney Bridge and Fruitvale Rail Bridge.*** *Improve the Fruitvale Avenue entry into Alameda by redesigning Tilden Way to include sidewalks, bicycle facilities, and consistent street tree plantings from Broadway to the Bridge approach. Remove or seismically reinforce the abandoned Fruitvale Rail Bridge~~,~~ to prevent the risk of collapse on the Miller-Sweeney Bridge in the event of a large earthquake. (See also Abandoned Fruitvale Bridge spotlight in Health & Safety Element).*
- ***~~d.~~e. Bay Farm Island Bridge.*** *Ensure that the design for Bridgeview Park enhances the Bay Farm Island Bridge entry onto the Main Island. Maintain and enhance the wooden bike/ped bridge.*

LU-34 Parking Design. To maintain the historic character of Alameda and reduce the impact of automobile parking and trips on the environment and character of Alameda, design parking facilities in a manner that decreases their visibility in the urban environment. (See also Policies~~y~~ CC-9 and ME-21).

Actions:

- ***a. Size.*** *Minimize the size and amount of land dedicated to off-street parking.*
- ***b. Design.*** *Design parking lots for shared and multiple uses, active parking management, and electric vehicle charging. Parking areas should be well landscaped with shade trees to reduce heat island effects from expansive asphalt surfaces and to screen cars from view. Ensure impacts on Alameda's stormwater system are minimized.*
- ***c. Location.*** *Place parking inside, below, or behind buildings. Avoid placing parking between the building and the public right of way or the waterfront wherever possible.*

~~c.~~***d.*** *Special Needs. Ensure adequate space and facilities for special needs parking, including parking for seniors, the physically impaired and people with limited mobility options.*

4. Revise and simplify the Land Use Classifications to read as follows.

LAND USE CLASSIFICATIONS AND DIAGRAM

The land use diagram and classifications depict and describe the existing and intended location, distribution, intensity, and physical character and form of the development and use of land across the city in support of General Plan policies and State of California Government Code requirements. The Alameda Municipal Code and the Zoning Map determine the appropriate use and intensity and density of development that may be allowed on a specific parcel of land. Zoning district residential density limits or floor area ratio (FAR) limits within the range provided by the General Plan classification shall be considered consistent with the General Plan. State mandated affordable housing density bonuses shall be calculated based upon the permissible zoning density. The General Plan land use classifications, include:

Low-Density Residential: The Low-Density Residential areas support neighborhoods of predominantly single family detached homes with some multi-family residential buildings, accessory dwelling units, child care, shared living, assisted living facilities, residential care facilities, a hospital, schools, religious institutions, and home-based businesses. In support of General Plan affordable and fair housing policy goals, the Low Density Residential areas permit a wide variety of housing types, including multifamily housing, a limited range of neighborhood serving uses and residential densities of up to 21 units per acre.

Medium-Density Residential: The Medium-Density Residential areas support neighborhoods characterized by a wide variety of housing types, including single family detached homes, attached courtyard homes, multifamily rental buildings, multifamily condominium buildings, shared living, assisted living and residential care facilities. These neighborhoods also include a variety of non-residential uses, including child care, schools, religious institutions, home-based businesses, medical offices and clinics, office buildings, and personal service businesses. The residential density of buildings in these areas varies from 10 to over 100 units per acre. In support of State and General Plan affordable housing, climate change, and transportation policy goals, the Medium Density Residential areas permit a wide variety of housing types, including multifamily housing, a wide variety of complementary commercial and neighborhood serving uses and residential densities of between 30 and 74 units per acre depending on sub area zoning designations and regional housing needs allocation requirements.

Neighborhood Mixed-Use: These areas, which were originally developed to serve neighborhood stations for the Alameda commuter rail system, are small, compact, pedestrian-oriented “corner store” neighborhood mixed-use districts with commercial and retail uses on the ground floor and multi-family residential and office uses on upper floors. The ratio of floor area to parcel size (FAR) in these areas is typically 0.5 to 2.0. Mixed-use buildings with residential units above ground floor retail in these areas vary from 30 and 90 units per acre. In support of General Plan affordable housing, climate action, and transportation policy goals, the Neighborhood Mixed Use areas permit multifamily housing above ground floor commercial and service uses with a maximum FAR of 2.0.

Community Mixed-Use: The Community Mixed-Use areas include the pedestrian and transit-oriented Park and Webster Street "Main Street" corridors and the shopping centers at South Shore, Marina Village, Harbor Bay, and Alameda Landing. In support of General Plan affordable housing, climate action, and transportation policy goals, the Community Mixed Use areas permit a wide range of community serving commercial uses and multifamily housing. Permissible FAR ranges from 3.0 to 5.0 depending on sub area zoning designations.

Mixed-Use: These areas at Alameda Point and along the Northern Waterfront are designated Priority Development Areas in the regional sustainable communities plan, Plan Bay Area. These diverse areas include a variety of buildings, with residential densities of 10 to 100 units per acre and FAR of 0.25 to 4.0. The Mixed-Use areas permit a wide variety of housing types, including multifamily housing, a wide variety of commercial and business uses and a maximum FAR of 0.25 to 5.0 depending on the sub district and historic district designations.

Business and Employment Areas: The Business and Employment areas support the Harbor Bay Business Park, the Marina Village Business Park, and Ballena Isle, which include office, research and development, bio-technology, food manufacturing, maritime commercial, manufacturing, distribution, hotels and restaurants.. The Business and Employment areas permit a wide variety of non-residential business and employment uses with a maximum FAR of 3.0. To preserve lands for employment uses, residential uses are not permitted.

General and Maritime Industry Areas: These waterfront lands along the northern waterfront support waterfront maritime and heavier manufacturing and distribution uses. Residential use is not permitted in these areas. The maximum permissible FAR in these areas is 2.0.

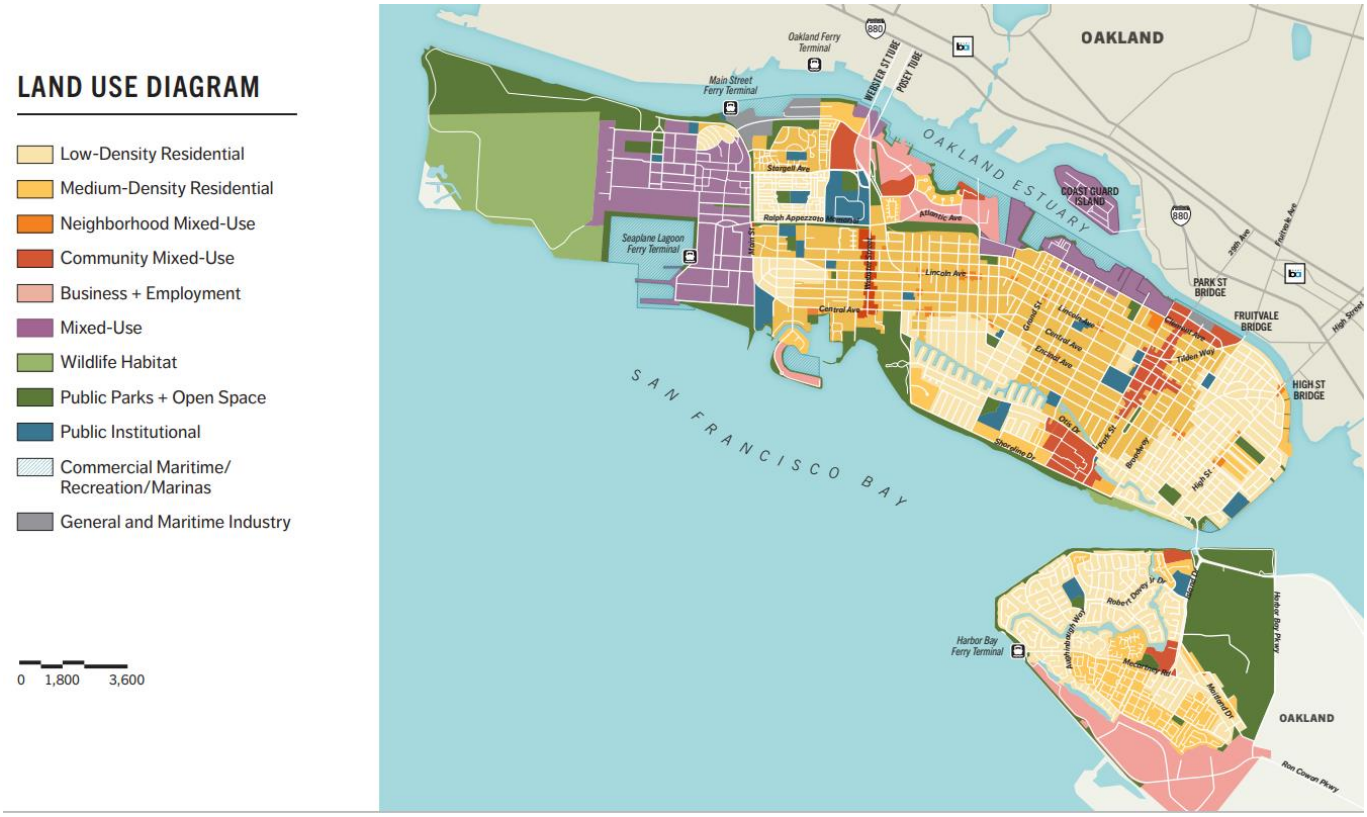
Commercial Maritime/Recreation/Marinas Areas: These areas support recreational marinas and commercial boatyards and maritime businesses. Residential use (except "live-aboards") is not permitted in these areas. The maximum permissible FAR is 0.25.

Public Parks and Recreation Areas: These areas are to be preserved for public parks, greenways, and recreational facilities including commercial marinas, restaurants, boat rentals and repair businesses. Residential use (except "live-aboards") is not permitted in these areas.

Wildlife Habitat Areas: These areas are preserved for natural resources, wildlife and wildlife habitat. Residential uses are not allowed in these areas. New development in these areas is limited to structures and uses that support preservation of the habitat. Policies support plans, regulations, and investments to restore and/or preserve these areas to support the health and wellbeing of the community as well as to prepare for the changing climate.

Public Institutional Use Areas: These areas are primarily for public buildings, grounds, services, schools, colleges, and institutions. New development in these areas is limited to structures and uses that support or enhance the mission of the institutions and a permissible FAR of 2.0.

Revise Land Use Diagram: Added all Neighborhood Commercial Districts, changed Harbor Bay Club designation to Community Mixed Use to align with existing C-2 zoning, and added small Park at Alameda Point.



(Enlarged versions on next page.)


Main Street
Ferry Terminal
WEBSTER ST
POSEY TUBE
OAKLAND
Stargell Ave
Ralph Appezzato Memorial
Atlantic Ave
Main St
Webster Street
Lincoln Ave
Central Ave
SAN FRA


ISLAND
880
29th Ave
Fruitvale Ave
PARK ST
BRIDGE
FRUITVALE
BRIDGE
Grand St
Lincoln Ave
Central Ave
Encinal Ave
Tilden Way
HIGH ST
BRIDGE
Otis Dr
Park St
Broadway
High St
Robert Davey Jr Dr
Harbor Bay Pkwy

Revisions to Chapter 3 CLIMATE ACTION AND CONSERVATION ELEMENT

CC-1 Community Action. Empower local community members and leaders to participate, plan, and implement the changes in both individual and collective behavior and actions that are needed to address the climate crisis. (See also Policies LU-1, ME-1 and HS-4).

Actions:

- ***a. Outreach and Education.*** *Continue to provide planning and educational opportunities that support participation and collaboration by all segments of Alameda's population, with a particular focus on those who will be most impacted by the effects of climate change.*
- ***b. Community Organizations.*** *Continue to partner on climate action initiatives with groups such as Community Action for a Sustainable Alameda (CASA), Bike Walk Alameda, and all other interested community groups.*
- ***c. Community Capacity Building****. Enhance the ability of community members, particularly those in under-served and/or under-represented groups to develop the relationships, knowledge, and skills to effectively participate in planning for, and responding to the climate crisis.*
- ***d. Climate-Solution Academy.*** *Consider opportunities to create a Climate Solution Academy at Alameda Point for the purpose of creating an international gathering place and training center for emerging climate-solution technology to be publicly showcased, tested, demonstrated, and funded.*

CC-2 Social Vulnerability. Prioritize the needs of the most vulnerable communities when prioritizing public investments and improvements to address climate change. (See also Policies LU-1, ME-2 and Spotlight on *What is an equitable and inclusive city?* In Chapter 1).

Actions:

- ***a. Equity.*** *Ensure opportunities for leadership~~participation~~ and actions to ~~involve and~~ benefit Alameda's low-income individuals, seniors, youth, people of color, unhoused, individuals with disabilities, and socio-economically disadvantaged communities from environmental and climate change impacts.*
- ***b. Environmental Justice.*** *Ensure the equitable treatment and full involvement of all people when considering actions to reduce the adverse impacts of climate change on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location. Prioritize actions that will reverse historic policies of racial discrimination and exclusion.*
- ***c. Assessments.*** *Utilize Alameda's Social Vulnerability Assessment in the Climate Action and Resiliency Plan or similar tool to identify neighborhoods and specific groups with high levels of social vulnerability in order to prioritize locations for action and improvements.*

CC-3 Coordinated Regional and Local Planning. Maintain consistency between local and

regional plans to reduce greenhouse gas emissions regionally and locally. (See also Policies LU-14, ME-15, HS-3, HS-16 and HS-63).

Actions:

- ***a. City Government Leadership.*** *Promote climate friendly policies, standards, practices, technologies, and purchasing in all City facilities and operations.*
- ***b. State and Regional Programs.*** *Support and participate in state and regional efforts to address climate change through greenhouse gas emissions reduction, affordable housing, transportation system improvements, and increased housing supply near job centers and existing regional transportation infrastructure.*
- ***c. State and Regional Funding****. Advocate for and support state and regional efforts to provide funding for greenhouse gas reduction, transportation improvements, affordable housing, and climate change adaptation at the local level.*
- ***d. Sustainable Communities Strategy.*** *Maintain consistency between the City's General Plan and Municipal Code and the regional Sustainable Communities Strategy.*
- ***e. Documentation and Open Data.*** *Share data in machine-readable formats along with other lessons learned from responding to the climate crisis.*

CC-5 Clean Energy Infrastructure. Actively support and advocate for improvements to the regional and local electric power infrastructure to reduce its vulnerability to high winds and other climatic conditions. (See also Policy HS-31).

Action:

- ***a. Undergrounding Utilities.*** *Install utilities underground and protected from groundwater to increase resilience of the electric grid, reduce conflicts with street trees and contribute to enhancing neighborhood character.*

CC-6 Climate-Friendly Vehicles and Equipment. Reduce transportation greenhouse gas emissions by promoting, and when appropriate, requiring the use of low and zero emission vehicles and equipment and ~~taking action to~~ supporting the use of micromobility devices to reduce energy use and carbon emissions from personal vehicles. (See also Policies ME-14 and ME-21).

Actions:

- ***a. EV Charging.*** *Support the increase in supply of publicly accessible electric vehicle charging stations in Alameda.*
- ***b. New Development.*** *Require electric vehicle charging stations in all new development.*
- ***c. Permitting.*** *Streamline local permitting for hydrogen fueling and electric vehicle charging infrastructure.*
- ***d. City Fleet Vehicles and Equipment.*** *Replace public fleet vehicles and other equipment (such as leaf blowers, water heating, and HVAC systems) with clean energy powered vehicles and equipment ~~.zero emission vehicles.~~*
- ***e. Buses.*** *Encourage AC Transit to continue its efforts to replace diesel buses with zero emission buses.*

f. ***Ferries.*** *Encourage WETA to replace diesel ferries with low or zero emission ferries.*
g. ***EV Action Plan.*** *Prepare and adopt an Electric Vehicle Adoption Plan that provides a path forward for increased EV adoption in Alameda, including:*
- *Bolstering charging infrastructure availability,*
- *Driving community awareness,*
- *Facilitating EV adoption, and*
- *Supporting EV services and innovation.*

CC-8 Transit Use. Reduce automobile pollution and greenhouse gas emissions by increasing transit use. (See also Policy ME-16).

Actions:

a. ***Partnerships.*** *Collaborate and partner with AC Transit, Water Emergency Transportation Authority (WETA), BART, community groups, and employers to provide expanded and more convenient transit services throughout the community as well as to downtown Oakland, San Francisco, and the BART system.*
b. ***Convenience and Frequency.*** *Work with AC Transit to provide convenient and frequent bus service within a quarter mile of every Alameda residence and business during normal commute hours.*
c. ***Alameda Easy Pass and/or Free Fare Zone.*** *Work with AC Transit and WETA to develop and fund an "Alameda EasyPass" program that would provide every Alameda resident with a pass for use on any bus or ferry and/or explore a "Free Fare" Zone that allows for free rides within areas of Alameda.*
d. ***Transit Connections.*** *Improve connections between bus transit and water transit facilities and services, such as a cross-town bus service connecting east and west Alameda to the Ferry Terminal services at Alameda Point.*
e. ***Oakland Connections.*** *Establish water shuttle service to connect commuters, pedestrians and bicyclists to Oakland and reduce the need to use automobiles to cross the estuary.*
f. ***Transit Priority.*** *Evaluate the creation of signal priority lanes, transit-only lanes, and queue jump lanes to make transit corridors more efficient and effective.*
g. ***First and Last Mile Connections.*** *Improve safety and access for shared and active transportation around major transportation nodes.*
h. ***Alameda BART.*** *Continue to work with BART to include an Alameda BART station in the design of BART's plan for a second San Francisco Bay crossing connecting Oakland and San Francisco.*

CC-10 Climate-Friendly, Walkable and Transit-Oriented Development. Reduce reliance on automobile use and reduce vehicle miles traveled by prioritizing walkable, transit-oriented, medium and high density mixed-use development in transit-oriented areas and commercial corridors. (See also Policies LU-33, LU-34 and ME-21).

Actions:

a. ***Density, FAR and Transit.*** *When zoning property or considering commercial, residential or residential mixed-use projects near transit stops, encourage higher densities and floor-area-ratios to make the most efficient use of land, support public transportation, and minimize vehicle miles traveled.*

~~**a.** *When zoning property for commercial, residential or residential mixed-use near transit stops, generally zone for more ensure higher densitiesy and/or floor-area-ratios (FAR) on the parcels closest to the highest-quality existing or planned transit stops to encourage the most efficient use of land and public resources while minimizing vehicle miles traveled.*~~

- **b.** ***Parking Requirements.*** *Revise off-street parking requirements by replacing minimum requirements with maximum requirements to limit the amount of onsite parking allowed with each development in order to reduce reliance on the automobile and automobile ownership.*
- **c.** ***Transportation Demand Management Ordinance.*** *Prepare and adopt a Transportation Demand Management Ordinance requiring new development to actively address the mobility of new residents and employees, including but not limited to contributing to annual operations and capital improvements for supplemental transit, water shuttle, land based shuttle services and improvements to the bicycle and pedestrian network.*
- **d.** ***Pedestrian Only Areas.*** *Create pedestrian-only areas and create periodic pedestrian-only programs, such as the Sa Francisco Sunday Streets program to support economic activity in and around transit oriented ~~new~~ development.*

CC-13 Alameda's Building Stock. Reduce greenhouse gas emissions from natural gas combustion and natural gas leaks.

Actions:

- **a.** ~~***Construction Regulations***~~***Existing Buildings.*** *Prepare and adopt citywide regulations ~~limiting use of natural gas and~~ encouraging and requiring owners of existing buildings to convert natural gas uses to ~~the use of~~ clean ~~energy~~ electricity.*
- **b.** ***New Construction Reach Codes.*** *Adopt reach codes that eliminate~~ban~~ the use of fossil-fuels in all new buildings constructed in Alameda.*

~~**c.** ***Renovation to Clean Energy.*** *Develop regulations and incentives to facilitate the conversion of existing buildings with natural gas infrastructure to clean energy alternatives.*~~

~~**d.** ***Development on City Land.*** *Limit the use and expansion of natural gas infrastructure on city land to the extent feasible and practicable.*~~

~~**e.**~~**c.** ***Rebate Programs.*** *Support programs that encourage homeowners/commercial building owners to implement electrification retrofits, with an emphasis on Alameda's most vulnerable residents.*

~~**f.**~~**d.** ***Partners~~.*** *Partner with PG&E and other utility companies to plan for the safe transition from natural gas to clean energy alternatives, including removal of infrastructure that pose hazards when not in use.*

CC-14 Energy Efficiency and Conservation. Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.

Actions:

- **a.** ***Weatherization and Energy Efficient Building Renovations.*** *Promote investments in building energy efficiency through programs and the streamlining of permitting*

requirements for energy-efficient building renovations such as weatherization while retaining requirements for new windows to visually match the original windows.

- ***b. Public Facilities.*** *Incorporate renewable energy and energy efficiency into public facility capital improvements.*
- ***c. Low Carbon Materials.*** *Require or promote the use of low-carbon building materials where available.*
- ***d. Energy Audits.*** *Consider requirements for energy audits or energy upd grades ~~ates~~ at major renovations or time of sale.*
- ***e. Incentives.*** *Incent the use of the Living Community Challenge, LEED for Neighborhood Development, or similar third-party certification system to certify climate friendly construction.*
- ***~~e.~~f. Financing.*** Identify and implement inclusive financing mechanisms that encourage the use of clean electricity for appliances, HVAC, and water heating, in single family, multi-family, and commercial buildings
- ***~~f.~~g. Solar Panels.*** *Encourage installation of solar panels and energy storage equipment in existing and new development and on public property such as the former Doolittle Landfill (Mt. Trashmore).*
- ***~~g.~~h. Low Carbon Materials.*** *Seek low-carbon alternatives to conventional construction materials.*
- ***~~h.~~i.*** *Landscapes. Continually update landscape ordinances and guidelines to reduce energy use and GHG emissions from landscape installation, renovation and maintenance.*

CC-15 Neighborhood Resilience Coordination. Consider piloting building electrification, water conservation and other climate initiatives at a block or neighborhood level to more cost effectively transition to climate friendly energy, water, and resource use. ~~similar to the EcoBlocks model in Oakland.~~

Actions:

- ***a.*** Electrification. Offer blocks or neighborhoods assistance in electrifying their homes through incentives that reflect the savings to taxpayers and ratepayers from being able to remove or shut off the natural gas infrastructure on their block.
- ***b.*** Flooding. Include tailored planning and support for communities testing various flooding adaptation strategies.
- ***~~a.~~c.*** Priorities. Prioritize block and neighborhood-driven priorities while selecting a broad range of interventions to test to maximize the City's ability to learn from each pilot project.

CC-16 Water Efficiency and Conservation. Minimize water use in new construction and landscaped areas to make Alameda more resilient to drought and generate less wastewater.

Actions:

- ***~~a.~~ Water Efficient Landscape Requirements.*** *Maintain up-to-date water-efficient landscaping regulations and ordinances to reduce water use in both private and public*

landscapes that include healthy, drought tolerant soils, diverse native plant species, non-invasive drought tolerant/low water use plants, and high-efficiency irrigation systems. e ~~.~~

~~***b.a. Bay-Friendly Landscapes****Require new developments to comply with landscape ordinances that include healthy, drought tolerant soils, diverse native plant species, and non-invasive drought tolerant/low water use plants in landscaping, and high-efficiency irrigation systems.~~*

~~***c.***~~***b. Water-Efficient Buildings.*** *Require low-flow fixtures, such as low-flow toilets and faucets in new construction.*

~~***Recycled and Reclaimed Water.*** *Promote~~Coordinate~~ the production and usage of recycled and reclaimed water (sometimes called "grey water") for potable and non-potable uses.*

c. *Pesticides, Herbicides, and Fertilizers. Limit the use of pesticides, herbicides, and fertilizers throughout the city by fostering healthy soil practices, which include organic carbon amendments (e.g. compost and mulch) on all non-turf planting areas.*

d. *Soil Health. Encourage soil health by promoting and educating the public about the benefits of organic carbon soil amendments that improve water retention in local landscapes.*

CC-17 Zero Waste Culture. Create a zero waste culture by implementing the City of Alameda's 2018 Zero Waste Implementation Plan (ZWIP). (See also Policy HS-36).

Actions:

a. Zero Waste Awareness. *Promote a zero waste culture by developing programs and campaigns that recognize the shared responsibility for each individual to reduce and divert waste from landfill disposal.*

b. Single-Use Plastics. *Work toward eliminating single-use plastic products. Promote and require compostable, recyclable and/or reusable products.*

c. Technical Assistance. *Provide targeted technical assistance for commercial and multi-family waste generators, which have the greatest opportunity to reduce waste sent to landfill.*

d. *Green Waste and* ***Food Recovery.*** *Work with waste management partners to create green waste and food recovery programs and enhance organics management to reduce organic material disposal in landfills and reduce greenhouse gas emissions.*

e. Salvageable Materials. *Update the City's construction and demolition debris recycling ordinance to include specific incentives or requirements for deconstruction (rather than demolition) of existing buildings to salvage usable building components (lumber, doors, fireplaces, brick) on homes of a certain age.*

f. CAL Green. *Implement CAL Green building code requirements to divert and recycle construction and demolition waste and to use locally-sourced building materials and recycled content building materials, including mulch/compost.*

g. Franchise Agreements. *Expand the high diversion franchise agreement with waste management partner(s) related to recycling, organics, and construction and demolition waste to further support Alameda in reaching its zero waste goal.*

h. *Recycling/Reuse. Support organizations or facilities that help Alameda to recycle or reuse materials.*

CC-19 Sea Level Rise Protection. Reduce the potential for ~~injury,~~ property damage and loss, and loss of natural habitat resulting from sea level rise. (See also Policy HS-15).

Actions:

- ***a. Flood Protection Maps.*** *Work with regional agencies to regularly update the Climate Action and Resiliency Plan with ~~delineate~~ projected inundation zones for years 2070 and 2100 ~~with~~representing ~~sea level as the sea level rise allowance plus mean higher high water~~ consistent with the most up to date guidance from the Ocean Protection Council (OPC) for sea level rise in California.*
- ***b. Contaminated Lands.*** *Identify and map contaminated lands at risk of inundation from rising groundwater and flood inundation and identify actions to mitigate the risk of mobilizing contaminants.*
- ***c. Land Planning.*** *Prioritize areas of little or no flood risk for new flood-incompatible development (i.e. housing and commercial development) in new plans or zoning decisions.*
- ***d. Shoreline Habitat and Buffer Lands.*** *Identify, preserve, and restore existing undeveloped areas susceptible to sea level rise to ~~increase flood water storage which can~~ reduce flood risk, enhance biodiversity, and improve water quality. Maintain and restore existing natural features (i.e. marsh, vegetation, sills, etc.) between new development and the shore to allow for marsh or beach migration.*
- ***e. Conservation Easements.*** *Consider use of conservation easements to maintain private lands for shoreline and beach migration.*
- ***f. Nature Based Flood Control Systems.*** *When designing new flood control systems where none currently exist, prioritize use of nature based flood control systems, such as horizontal levees, marsh lands, or beach restoration.*

CC-20 Land Development. Require that new development reduce the potential for ~~injury,~~ property damage, and loss of natural habitat, which results from groundwater and sea level rise. (Also see Policy HS-22).

Actions:

- ***a. Assessment.*** *Require new development proposed in areas of flood risk to assess flood risk and incorporate specific groundwater and sea level rise mitigation strategies.*
- ***b. Mitigation.*** *Require new development to incorporate design features to mitigate 50 years ~~36 inches~~ of the Ocean Protection Council's Medium-High Risk Aversion, high emissions scenario of sea level rise in addition to a 100-year storm in the initial design and funding mechanisms to pay for later adaptation improvements to address future ~~groundwater~~ sea level and groundwater increases ~~from sea levels~~ above that level ~~36 inches~~. Projects that include new seawalls where none currently exist shall evaluate the off-site impact of the new walls on adjacent and nearby communities.*
- ***c. Nature Based Design.*** *Require new development to incorporate low impact development design strategies and stormwater management systems, such as engineered landscapes, vegetated areas, or cisterns that mimic nature by soaking up and storing water, to manage and protect the quantity and quality of stormwater runoff.*

CC-21 Sea Level Rise Plans. Develop neighborhood shoreline sea level rise protection and funding plans to *50 years of the Ocean Protection Council's Medium-High Risk Aversion, high*

emissions scenario of sea level rise in addition to a 100-year storm in the initial design and funding mechanisms to pay for later adaptation improvements to address future sea level and groundwater increases above the 50 year projection. ~~ddress a potential increase of 50 years of~~increasing sea and groundwater level rise and account for 100-year ~~flood~~storm events ~~on top of that sea level rise scenario~~. (See also Policies HS-18 and HS-22).

CC-25 Heat and Wildfire Smoke Emergencies. Create a network of smoke and heat emergency shelters throughout Alameda. (See also Policy HS-62).

Actions:

- ***a. Partnerships.*** *Identify and partner with large HVAC equipped building owners to establish a network of facilities that are able to open to the public during heat waves and smoke events during the day.*

- ***b. Incentives.*** *Incentivize building owners to upgrade or install HVAC systems to provide more safe places during heat waves and times with dangerous air quality levels.*
- ***c. City Facilities.*** *Evaluate options to upgrade or otherwise retrofit HVAC systems and buildings.*

CC-27 Habitat and Biological Resource Protection and Restoration. Protect and restore natural habitat in support of biodiversity and protect sensitive biological resources to prepare for climate change. (See also Policies OS-12OS-18 and HS-37).

Actions:

- ***a. Wetlands and Marshlands.*** *Protect wetlands, seasonal and permanent marshland, riparian habitat and vernal pools from direct and indirect impacts of new and existing development and incorporate those protections in land planning and community design.*
- ***b. De-Pave Park and New Wetlands.*** *Identify areas, such as the plan for De-Pave Park at Alameda Point, to increase the amount of wetlands and habitat areas in Alameda.*
- ***c. Submerged Lands.*** *Protect aquatic habitat areas, including sensitive submerged tidelands areas, mudflats, and eelgrass beds for nurseries and spawning grounds for fish and other aquatic species.*
- ***d. Permanent Protections.*** *Preserve habitat in perpetuity through deed restrictions, conservation easement restrictions, or similar legally enforceable instruments.*
- ***e. Operation and Maintenance.*** *Ensure a secure and ongoing funding source for operation and maintenance.*
- ***f. Eelgrass.*** *Promote the planting of eelgrass in shallow waters around Alameda to provide habitat, improve water quality, sequester carbon, ~~and~~ help absorb wave energy, and prevent erosion.*
- ***g. Information.*** *Work with local recreation groups to disseminate information regarding the sensitivity of open space habitat areas and the impacts of motorized craft.*
- ***h. Signs.*** *Require the posting and maintenance of signs warning boaters and users of motorized craft as they approach wildlife areas.*
- ***i. Waste Diversion.*** *Prevent accumulation of trash in the Bay by collaborating regionally and implementing design solutions throughout Alameda, such as providing clearly-marked, covered wind-sheltered trash and recycling bins, fish hook and line bins, and*

sharps bins that are emptied regularly. Post signs and launch efforts such as 'Adopt-a-Drain' programs and Marine Alert Systems to empower, educate and raise awareness about the dangers posed from marine waste and other more acute hazards like sewage and oil spills.

Spotlights. Revise chapter spotlights to include additional definitions and information suggested by public comments.

Revisions to Chapter 4 MOBILITY ELEMENT

Revise the Safety Goal of the MOBILITY ELEMENT as follows:

SAFETY: Eliminate fatalities and severe injuries on Alameda's streets, sidewalks, crosswalks and trails by 2040.

Revise the following policies as shown below:

ME-6 Vulnerable Users. When designing, redesigning or resurfacing streets, provide safe and convenient access for vulnerable users, including children, seniors, people with disabilities, and people walking and bicycling. (See also Policies LU-2, LU-3, ME-5, ME-7, and OS-5).

Actions:

a. ***All Ages and Abilities Network.*** *Street design and transportation projects should enable people of all ages to navigate the streets safely and confidently and be supported by amenities such as shade and benches.*
b. ***Safety First.*** *When designing streets, the safest treatments should be considered the default starting point, and be degraded only if necessary, and after documenting rationale for the approach.*
c. ***Safe Routes to Schools.*** *Collaborate with parents, schools, the Alameda County Transportation Commission, and AC Transit to identify needed infrastructure, educational and encouragement programs, and enforcement to provide for the safety of students riding the bus, walking and bicycling to school.*
d. ***Safe School and Day Care Drop Off Zones.*** *Work with Alameda Unified School district, private and charter schools, day care centers and other institutions and businesses requiring drop off areas for children to ensure that drop off zones are well planned and ensure the safety of children and parents walking, bicycling, and driving their children to school.*
e. ***Safe Crossings.*** *Reduce the number of pedestrian and bicyclist fatalities and the severity of their injuries by minimizing vehicle turning speeds and intersection crossing distances. Limit automobile parking and other visual obstructions within 20 feet of an intersection to maintain sightlines and visibility for automobile drivers. Provide high-visibility crosswalk markings and bulb-outs at regular and frequent intervals on arterial and collector streets.*
f. ***Construction Zones.*** *Ensure safe and convenient continuity for pedestrians, bicyclists and transit users when construction occurs in the public right-of-way.*
g. ***Space Priorities.*** *When allocating public right-of-way space, the first consideration shall be for people walking, bicycling, and using transit. Space for on-street parking shall be the lower priority.*

ME-7 Safe Streets. Reduce collisions between road users resulting in severe injuries and

fatalities on Alameda streets by reducing automobile speeds~~. and decreasing collisions. between people driving, riding a motorcycle, biking, walking, or wheeling.~~ (See also Policies LU-2, LU-3, ME-5, ME-6, HS-5 and HS-6).

Actions:

- ***a. 25 MPH.*** *Reduce the severity of injuries and reduce fatalities by designing streets for a maximum vehicle speed of 25 miles per hour or less, except for Harbor Bay Parkway and Doolittle Drive.*
- ***b. High Injury Corridors and Intersections.*** *Prioritize high injury corridors and intersections for transportation infrastructure maintenance, project development, and implementation.*
- ***c. School Zones, Construction Zones, ~~and~~ Senior Areas and Bike Boulevards.*** *Where permitted by law, consider limiting automobile speeds to 15 MPH in zones adjacent to schools, construction sites, ~~and~~or ~~or~~ facilities for seniors, and along bike boulevards.*
- ***d. Traffic Calming Measures.*** *Improve livability and safety for residents and enhance mobility for people walking, biking and using personal mobility devices by reducing automobile speeds in neighborhood and school areas with the use of traffic calming techniques such as mini-roundabouts, speed tables and cushions, chicanes, sidewalk bulb-outs, and public art. Safety shall be the highest priority when evaluating traffic calming measures.*
- ***e. Roundabouts.*** *Increase the use of roundabouts at intersections to improve the safety and lower maintenance costs compared to traffic signals.*
- ***f. Traffic Signal Timing.*** *Coordinate the timing of traffic lights and the design of intersections on key corridors to promote safe, efficient~~, and idle-free~~ vehicle movements ~~when driving~~ at or below 25 miles per hour and ~~. while d~~Disincentivize~~eing vehicle speeds over 25 miles per hour to improve traffic flow while~~ enhance~~ing~~ the safety and convenience of people traveling by bus, ~~by~~ foot, ~~by~~ mobility device, and ~~by~~ bicycle.*
- ***g. Travel Lane Width.*** *To reduce speeding, limit lane widths to 10 feet on all streets, except on designated truck routes and streets accommodating AC Transit services where 11 foot lanes are preferable. If no parking is present, one foot may be added to the above to provide shy distance from a vertical curb. Where auto traffic volumes are low, space is constrained, or automobile speeds need to be reduced, further reductions in lane widths may be considered. Where necessary to accommodate fire prevention aerial apparatus access, protect or improve public safety at specific locations and/or improve transit efficiency, additional clearance may be provided.*
- ***h. Roadway Widening.*** *Discourage the widening of existing roadways to create additional automobile travel lanes to accommodate increased automobile traffic volumes, with the exception of increasing transit-exclusive lanes, transit-bicycle exclusive lanes, or non-motorized vehicle lanes, or creating roundabouts.*
- ***i. Intersection Widening.*** *Discourage the widening of existing intersections beyond the width of the approaching roadway except for when necessary to create a single*

exclusive left turn lane, transit exclusive lanes, or non-motorized vehicle lanes, or for the construction of a roundabout.

- ***j. Intersection Safety.*** *To improve safety at ~~a~~ stop-controlled or signalized intersections, consider a roundabout design or eliminating right turns on red and adding pedestrian scrambles to existing signals.*
- ***k. Roundabouts and Traffic Circles.*** *When considering modification to an intersection, prioritize roundabouts and traffic circles, ~~for consideration~~ recognizing that land acquisition needs, operational considerations, or other engineering factors or constraints may result in other intersection solutions on a case-by-case basis.*
- ***l. Enforcement.*** *Focus traffic enforcement efforts on high injury corridors and on~~against~~ dangerous moving violations.*

ME-8 Roadway Diets. To reduce speeding and collisions on 4-lane roads on high-injury corridors, consider converting the 4-lane road to a 2-lane road with turning lanes, transit lanes, or bicycle lanes. (See also Policies CC-7, ~~and~~ CC-8, and Mobility Element Street Classifications).

~~Action:~~ ~~Citywide Street Classification System.~~ *~~Maintain a citywide street classification system to determine the appropriate function and configuration of streets when considering road diets.~~ (NOTE TO REVIEWERS: Street classifications added to element at the end after policies. See below.)*

ME-9 Emergency Response and Disaster Preparedness. Preserve access for emergency response vehicles to people and property and for evacuation. (See also Policies HS-1, HS-2 and HS-4).

Actions:

- ***a. Emergency Response Planning.*** *Include emergency response needs in all transportation planning, the design of new facilities, and modifications to existing facilities. Establish and sign designated evacuation routes, and provide ongoing education and outreach to ensure that Alameda is evacuation ready. Continue to work with AC Transit and WETA to ensure coordinated services in the event of the need for evacuation.*
- ***b. Outreach.*** *Educate the community on disaster preparedness using an all-hazard approach to emergency response.*
- ***c. Miller-Sweeney Bridge Life Line.*** *Upgrade the Miller-Sweeney Bridge to meet lifeline standards to ensure that the bridge can be used for the movement of supplies, evacuations and emergency vehicles and to support recovery efforts in the event of a major earthquake.*
- ***d. Fruitvale Rail Bridge Hazard.*** *Remove or seismically upgrade the abandoned Fruitvale Rail Bridge which poses a seismic hazard to the city's lifeline Miller-Sweeney Bridge. Consider replacing the hazardous structure with crossing for transit, bicycles and*

pedestrians.

ME-11 Commercial Traffic. Work with local business associations and individual businesses to identify and implement transportation improvements to support the local economy, reduce commercial traffic, and improve safety.

Actions:

- ***a. Customer Trips.*** *Use infrastructure and transit improvements to ensure all commercial corridors are connected, ~~and~~ accessible and welcoming for customers ~~visitors~~ using all modes of transportation. ~~without requiring a car trip.~~*
- ***b. Deliveries.*** *Provide adequate loading zones and work with businesses to schedule deliveries to facilitate commercial activity while minimizing safety hazards of obstructed rights-of-way.*

Truck Routes. *Maintain a citywide network of clearly-marked truck routes with lanes no wider than 12 feet to provide for efficient movement of materials and products with the least impact on public health, safety and general welfare.*

ME-12 School Traffic. Work with Alameda Unified School District, private and charter schools, parents, and AC Transit to reduce school-related automobile traffic and congestion.

Action:

- ***a. Student Drop Offs****. While encouraging use of other modes for students to arrive at school, Drop Off Zones that allow safe pickups and drop offs from vehicles while removing these stopped vehicles from the flow of traffic will be considered.*

ME-13 Alameda Street Grid. Manage and extend the Alameda street grid to maintain the character of Alameda, reduce traffic, and maximize mobility, access, and safety for all modes of transportation. (Also see Policy OS-8).

Actions:

- ***a. Cross Alameda Trail.*** *Complete the Cross Alameda Trail, the major cross town route for people walking and bicycling, from Seaplane Lagoon to the Miller-Sweeney Bridge.*
- ***b. Bay Trail.*** *Complete the San Francisco Bay Trail along the shoreline and around the perimeter of Alameda with ~~.~~connections to the San Francisco Bay ~~F~~ Bay Water Trail. (See Bay Trail spotlight in Open Space Element.)*
- ***c. Shoreline to Sea View Bridge.*** *Evaluate the feasibility of connecting the South Shore area to Harbor Bay directly via water shuttle, ferry, or a causeway ~~and drawbridge~~ for pedestrians, bicyclists and micromobility users, reducing trips by 1.5 miles each way.*
- ***d. Central Avenue Safety Improvements.*** *Complete the Central Avenue Safety project to reduce speeding and improve safety for people walking and bicycling from Pacific Avenue/Main Street to Encinal Avenue/Sherman Street.*

e. ***Mitchell Avenue Extension.*** *Complete the Mitchell Avenue extension from Bette Street to Main Street.*
f. ***Clement Avenue Extension.*** *Complete the Clement Avenue extension from Sherman Street to Grand Street and from Broadway to Tilden Avenue.*
g. ***Tilden Avenue.*** *Reconfigure Tilden Avenue into a 25 mile per hour, complete street with sidewalks, low-stress bikeways and safe pedestrian crossings.*
h. ***Rights-of-Way.*** *Utilize former railroad and public rights-of-way for transportation improvements and extensions to the Alameda street grid and pathway network.*
i. ***Block Sizes.*** *When designing new streets, typical blocks should be between 200 and 400 feet in length to reflect typical, historic, Alameda block sizes.*
j. *Grid Management. Allow for portions of the grid to be prioritized for specific modes such as truck routes, bike boulevards, and/or pedestrian pathways.*
~~i.~~k. *Private Roads. Require that all private~~ly owned~~ roads in new development include public access easements.*

ME-14 Active Transportation. Reduce traffic, improve public health, increase transportation equity, reduce greenhouse gas emissions, and air and noise pollution, increase access to transit, enhance quality of life, and improve the efficiency of the transportation system by making Alameda a city where people of all ages and abilities can safely, conveniently, and comfortably walk, bike, and roll to their destinations. (See also Policies LU-2, LU-3, OS-7, OS-8, and CC-7).

Actions:

a. ***Connectivity and Comfort.*** *Develop a well-connected, low-stress, and uncluttered network of pedestrian and bicycle facilities that are comfortable and well-designed for people of all ages and abilities. ~~and s~~Seamlessly link the network with Alameda's key destinations such as schools, designated commercial corridors, grocery stores, parks and transit stops.*
b. ***Maintenance.*** *Regularly maintain the active transportation network for safety and comfort, and to ensure current design standards are being met.*
c. ***Community Awareness and Education.*** *Foster a strong culture of walking and bicycling through public outreach efforts such as community-wide campaigns, community-implemented street art and placemaking (such as painted bulbouts and intersections), and ongoing education in collaboration with community organizations and neighborhood groups.*
d. ***Equity.*** *Ensure that comfortable bicycle and pedestrian facilities and programs are implemented equitably throughout the city.*
e. ***Safety.*** *Increase the safety of all people bicycling and walking by improving the design of streets and active transportation facilities, educating the public, and enforcing traffic laws.*
f. ***Design for Context.*** *Develop a pedestrian-specific street typology to apply to all city streets, based on street function and characteristics, and match recommended design*

treatments to each typology.

g. ***Supportive, Barrier-Free Infrastructure.*** *Ensure that bicycle and pedestrian infrastructure is barrier-free, well-signed and well-supplied with with plentiful secure bicycle parking. installation of plentiful secure short and long-term bicycle parking., including on-street bicycle corrals, throughout the city. Develop and implement a citywide bicycle wayfinding signage program. Require bike parking facilities in all business and commercial areas.*

h. ***Low-stress Bikeways.*** *Prioritize low-stress biking infrastructure such as separated bicycle lanes, bicycle boulevards (Slow Streets) and bike trails, which is comfortable for the majority of the community. Build these facilities with enough width to comfortably and safely support all people and devices into the future, including cargo bikes, electric bikes, and scooters, all operating at different speeds. Provide separated bicycle lanes instead of unprotected, standard bicycle lanes, unless not feasible, and. optimize the experience of bicyclists on bike boulevards by minimizing stop signs along these routes by opting for mini-roundabouts or similar treatments.*

i. ***Separate Pathways.*** *Where there is adequate space and existing or anticipated future demand, build separate facilities for people walking and bicycling, given their different speeds.*

j. ***Safer Intersections.*** *Use hardscape treatments and traffic signals to separate people walking and bicycling from motorists at busy and larger intersections.*

k. ***Legislative Agenda.*** *Support legislation strong regulatory efforts to improve prioritize safety for people walking andor biking, including efforts to improve and accelerate the implementation of Caltrans' complete streets policies, and allow the thoughtful deployment of automated speed cameras, and subsidize the cost of e-bikes, transit, and other modes of travel in support of to encourage mode shift.*

ME-15 Estuary Crossings. Work with Oakland, Alameda County, Caltrans, the Alameda County Transportation Commission, the State of California, the US Coast Guard, and other local, regional and federal partners to improve and ensure the maintenance and safe operations of Alameda's existing bridges and tubes, and improve bicycle, pedestrian and transit access between Alameda and Oakland.

Actions:

a. ***Pedestrian and Bicycle Access to Oakland.*** *Upgrade walking and bicycling facilities on the Park Street Bridge, Miller-Sweeney Bridge, and High Street Bridge to current best practice standards.*

b. ***West Alameda to Oakland Bicycle and Pedestrian Bridge.*** *Prioritize Continue to work with Oakland, Caltrans, the Alameda County Transportation Commission, the State of California, the US Coast Guard, and other relevant agencies to design, fund, and construct, and ensure the and operateion and maintenance of a bicycle and pedestrian bridge from West Alameda to Oakland in order to increase bicycle and pedestrian access across the estuary.*

c. ***Transit Crossings.*** *Prioritize ~~Continue to~~ work with Caltrans and the City of Oakland to improve transit access across the estuary in the short term by creating queue jump lanes and commute hour transit lanes ~~and permanent queue jump lanes~~ to the approach~~ing~~ of the crossings. In the long term, begin planning for the eventual replacement of the Webster and Posey Tubes, which provides an opportunity to design a crossing that better serves transit.*

d. ***Water Service Shuttles.*** *Work with the Alameda Transportation Management Association, WETA, and Oakland stakeholders to develop and support water shuttles or provide short-hop service between Oakland and Alameda.*

e. ***BART to West Alameda.*** *Work with BART and other key stakeholders to extend BART to West Alameda as part of the second transbay tube between Oakland and San Francisco.*

f. *Water Bikeshare Service. Explore a water bikeshare system for transportation across the estuary and along the Alameda waterfront.*

~~e.~~g. *Harbor Bay Connections. Consider options, including a water shuttle and bridge improvements, to improve transportation options between Harbor Bay and the Main Island.*

ME-16 Transit. Improve mobility and reduce greenhouse gas emissions and air and noise pollution by making Alameda a city where all ~~more~~ people have access to safe, reliable, high quality transit. (See also Policy CC-8).

Actions:

a. ***Partnerships.*** *Collaborate and partner with AC Transit, the Water Emergency Transit Agency (WETA), BART, the Alameda Transportation Management Associations, community groups, and employers to provide expanded and more convenient transit services throughout the city as well as to downtown Oakland, San Francisco, and the BART system.*

b. ***Travel Time.*** *Incentivize transit use by making on- and off-Island transit ride times faster than or comparable to on- and off-Island drive times through traffic management and parking management.*

c. ***Bus Transit.*** *Work with AC Transit to provide convenient and frequent bus service within a 1⁄4 mile of every Alameda resident and business and establish a regular cross Alameda service connecting east Alameda and Park Street to west Alameda and the Alameda Point Ferry Terminals and key retail destinations.*

d. ***Land Use.*** *Coordinate transit investments with land use decisions in order to maximize returns, enhance livability, and minimize congestion. Adopt development regulations that discourage automobile ownership in new projects.*

e. ***Water Transit.*** *Expand ferry services from Alameda to San Francisco, the Peninsula, Oakland (short-hop), and other locations throughout the Bay Area. Consider the use of hovercraft and other water-based transportation technologies to connect the south shore of Alameda to employment centers and other destinations that cannot be served by*

traditional ferries.

f. ***BART to Alameda.*** *Continue to work with BART to include an Alameda BART station in the design of BART's plan for a second San Francisco Bay crossing connecting Oakland and San Francisco.*

g. ***Transit Connections.*** *Improve connections between bus transit and water transit facilities and services, such as a cross-town bus service connecting east and west Alameda to the Ferry Terminal services at Alameda Point.*

h. ***Citywide "Transit Pass".*** *Work with AC Transit, WETA and MTC to develop a multi-modal fare payment system that could be used to develop an "Alameda Transit Pass" program that would provide every Alameda resident and employee with a pass for use on any bus or ferry at any time.*

i. ***Bus Transit Priority Infrastructure.*** *Provide transit priority lanes, transit signal priority, and transit queue jump lanes, and make traffic signal upgrades including coordination, to make transit faster and more reliable.*

j. ***Bus Stops.*** *Ensure consistency with AC Transit Multimodal Design Guidelines and move bus stops to the far side of the intersection to increase safety and improve bus speeds and reliability and work to make all bus stops fully ADA-accessible to accommodate those with mobility challenges.*

k. ***Committees.*** *Maintain committees such as the Interagency Liaison Committee that promote partnerships with transit service providers to improve transit services for Alameda.*

~~k.~~ l. *Special Event Shuttles. Provide, encourage or require on-island shuttle services for special events, festivals or venues.*

ME-17 Shared Mobility. Promote shared mobility devices programs such as bicycle share, car share, and electric scooter share programs that reduce the need for an automobile trip. (See also Policy CC-9).

Actions:

a. ***Car Share.*** *Continue to partner with car share companies to provide car share services in all Alameda neighborhoods.*

b. ***Scooter Share.*** *Develop a permitting system to all electric scooter companies to operate in Alameda.*

c. ***Bike Share.*** *Continue to explore options and partners to provide bicycle, e-bike and water bike share services in Alameda.*

ME-18 New Mobility and New Technology Infrastructure. Plan for new mobility technologies or customizable on-demand services, such as autonomous cars, taxis, shuttles, buses and delivery vehicles; bicycle, water bicycle, scooter, and car share; and other micromobility and new mobility transportation options.

Action:

a. ***Infrastructure.*** *Require the installation of communications and fiber infrastructure in excavation projects in the public right-of-way wherever and whenever feasible to facilitate interconnected traffic signals, improved transportation operations, new mobility options, and digital inclusion.*

b. ***Safety.*** *Ensure and plan for consumer protections and the City's emergency response when developing shared, automated and other new mobility models.*

~~a.~~c. ***Service Quality****. Prioritize improvements to improve the efficiency of transit, parking management, and data collection for the purposes of transportation management and improvement.*

ME-21 Parking and Curbside Management. Manage parking and allocate curb space to reduce congestion, reduce vehicle miles traveled, and increase safety. (See also Policies~~y~~ LU-34 and ME-3.d).

Actions:

a. ***Availability.*** *Manage parking pricing to ensure that approximately 15% of public parking is always available, allowing people to find parking faster and reducing emissions and potential conflicts with pedestrians while drivers circle for parking.*

b. ***Long-Term Parking.*** *Ensure that long-term parking pricing is equitable and considers the impact of the fees on lower income or other vulnerable users.*

c. ***On-street Metered Parking and Surface Lots.*** *Utilize parking pricing to encourage one or two open spots on every block, and a few open spots in city-owned surface lots to minimize circling for parking.*

d. ***Ferry Terminal Parking.*** *Establish daily parking fees at all of Alameda's regional ferry terminals. Periodically adjust pricing to ensure that some spaces are always available for riders on later boats.*

e. ***Reinvest Funds.*** *Equitably reinvest net proceeds from parking revenues in improved access and amenities in the community and programs such as rebates or need-based parking passes.*

f. ***Disability Parking.*** *Provide an appropriate supply of~~,~~ well-located, accessible parking for mobility impaired drivers.*

g. ***Carpool Parking.*** *Incentivize and reward carpooling by providing carpool-only parking spaces in locations throughout Alameda such as major employment sites and at ferry terminals and transit transfer locations.*

h. ***Bicycle and Scooter Parking.*** *Provide plentiful and secure parking for micromobility devices (i.e. scooters and bicycles). Prioritize space off of sidewalks to allow pedestrians to walk freely and ensure that there is plenty of parking available at all times so families and larger groups can be confident they can find enough bicycle parking. Where possible, include valet programs funded by parking fees at transportation transfer points, such as the ferry terminals and along commercial transit corridors.*

i. ***Shared Off-Street Parking.*** *Revise development requirements and ordinances to facilitate shared and well-managed off street parking facilities.*

j. ***Neighborhood Parking Permits.*** *Continue to provide opportunities for neighborhood preferential parking permits.*

ME-22 Environmentally Friendly Transportation. Reduce traffic, air and noise pollution, and greenhouse gas emissions by reducing reliance on the single occupancy vehicle and reducing vehicle miles traveled (VMT). (See also Policies CC-6, CC-7, CC-8, CC-9, CC-10, and CC-11).

Actions:

a. ***Climate-Friendly Vehicles and Equipment.*** *Reduce pollution and transportation greenhouse gas emissions by promoting, and when appropriate, requiring the use of low and zero emission vehicles and equipment and taking action to support use of micro mobility devices to reduce energy use and carbon emissions from personal vehicles.*

b. ***Clean Transit.*** *Support and encourage use of hydrogen fuel cells and other alternative energy sources for transit vehicles.*

c. ***Climate-Friendly Modes of Transportation.*** *Prioritize the use of the quietest, cleanest and greenest modes of travel and reduce ~~Reduce~~ greenhouse gas emissions from transportation by improving the local roadway network to support environmentally sensitive mobility choices such as transit, walking and bicycling.*

d. ***Transit Use.*** *Reduce automobile greenhouse gas emissions by increasing transit use.*

e. ***Vehicle Sharing and Carpooling.*** *Reduce automobile greenhouse gas emissions by supporting and encouraging vehicle sharing and carpooling.*

f. ***Climate-Friendly, Walkable and Transit-Oriented Development.*** *Reduce reliance on automobile use and reduce vehicle miles traveled by requiring walkable, transit-oriented, medium and higher-density mixed-use development in transit-oriented areas and along commercial corridors such as much of Park Street, Webster Street and Otis Drive, as well as near ferry terminals.*

g. ***Climate-Friendly Employment Commute Behavior.*** *To reduce vehicle miles travelled, greenhouse gas emissions, and commute hour congestion, make Alameda an ideal location to work from home in the Bay Area by collaborating with employers, Island businesses, and improving work-from-home infrastructure.*

ME-24 Regional Partners. Work with Caltrans, the East Bay Regional Park District (EBRPD), the Alameda County Transportation Commission and the City and Port of Oakland to prepare regional facilities for the impacts of climate change and identify funding to adapt the regional and local roadways in Alameda. (See also Policies OS-2 and HS-16).

Actions:

a. ***Webster and Posey Tubes and the Northern Waterfront.*** *Work with Caltrans and northern waterfront property owners to develop sea-level rise protection for the Webster and Posey Tubes and the connecting on-island roadway network along the northern waterfront.*

b. ***~~State Route 61 and~~ Bay Farm Island.*** *Work with Caltrans, the EBRPD and the City and Port of Oakland to develop sea-level rise protections for Bay Farm Island including Doolittle Drive, State Route 61, ~~the east end of Alameda,~~ the San Francisco Bay Trail access including East Bay Regional Park District's (EBRPD) bike/pedestrian wooden bridge on Bay Farm Island, and the Packet Landing Road Lagoon Outfall. ~~, and the Veterans Court area.~~*

c. ***~~Shoreline Drive and the~~ Southshore.*** *Work with the EBRPD and south shore residential and commercial property owners ~~wonders~~ to prepare Shoreline Drive and the adjacent roadway network for sea-level rise.*

d. ***~~Fernside Drive and the Eastern~~ Shoreline.*** *Work with Fernside Drive and eastern shoreline homeowners to prepare Shoreline Drive, the Veterans Court area and the adjacent roadway network for sea-level rise.*

1. **Add Street Classifications and Maps from existing Transportation Element Appendix to end of Mobility Element** (similar the way the Land Use classifications and diagram are in the Land Use Element.)

Mobility Element Street Classifications

The General Plan street classifications establish the hierarchy and appropriate use, function and character of the Alameda street network in support of General Plan goals and policy objectives. Each street in Alameda has a street type classification and a land use type classification. Some streets also have a transportation mode classification.

Street Type Classifications

Street types range from regional arterials to local streets. Each street type reflects the function of the street relative to the rest of the network. Generally, Regional Arterials serve the major activity centers of a city and provide for the longest trip lengths, highest traffic volumes, and most through traffic. Regional Arterials connect to smaller Island Arterials, which due to the City of Alameda's extensive grid network and residential character, allow cross-island traffic to be channelized from the neighborhoods. Collectors, which serve as a funnel for local streets from specific neighborhoods, feed into the Island Arterials. Collectors are scaled down appropriately and are more common than arterials while local streets carry the least amount of traffic but are the most prevalent. These classifications are discussed in further detail below and a street classification map is presented in the figure below.

Regional Arterials: Regional Arterials carry the heaviest volumes of traffic of various trip lengths including local, intercity and regional trips. The primary function of the regional arterials is to serve long distance, regional automobile and transit trips and provide access to regional attractions such as shopping districts, colleges, employment centers, and major recreational areas. The design and operational features of the regional arterials include **2** to 4 automobile and/or transit-only lanes and they may include bikeways.

Island Arterials: Island Arterials serve to complement regional arterials by providing cross island access for local intra-island trips through generally residential neighborhoods. The street classification constraints of a residential, island community with a limited number of portals are addressed in the designation of Island Arterials. These streets generally carry shorter trip lengths, do not have regional destinations, and carry less traffic volume than regional arterials.

The grid network in Alameda allows for the distribution of traffic along several Island Arterials rather than channel all the traffic to large Regional Arterials that would separate the neighborhoods. In general, Island Arterials will be narrower than their regional counterparts and more integrated into the surrounding neighborhoods. The primary function of the Island Arterials is serve shorter distance, local trips that begin and end within the City and connect traffic between local and collector street network, and regional arterial system. The design and operational features of the Island Arterials include 2 to 3 automobile lanes. Island Arterials may include bikeways and exclusive transit lanes.

Transitional Arterials: The Transitional Arterials are streets that currently operate as an arterial but should operate in the future as an Island Collector. Through a series of measures, either implemented today or in the future, the street's traffic volumes and/or trip characteristics will be altered to the point that a lower classification is warranted. Measures that can be taken along a transitional arterial include traffic calming, opening a new street, and other methods to move traffic away from the Transitional Arterial and onto a nearby street, preferably an arterial. Transitional Arterials should only be classified as such when alternate routes are in close proximity.

Island Collectors: Island Collectors are spaced more frequently than the arterials, carry less traffic volume, and provide direct land access for vehicles. Island Collectors typically funnel all local traffic onto arterials for longer trips and disperse arterial traffic onto local streets for local traffic. The design and operational features of the Island Collectors include 2 to 3 automobile lanes and may include bikeways.

Transitional Collectors: Similar to Transitional Arterials, Transitional Collectors currently function as Island Collector streets but are desired to operate as Local Streets. Through a series of measures, either implemented today or in the future, the street's traffic volumes and/or trip characteristics will be altered to the point that a lower classification is warranted. Measures that can be taken along a Transitional Collector include advanced traffic calming and other methods to move traffic away from the Transitional Collector and onto a nearby street, preferably an arterial or collector. Transitional Collectors should only be classified as such when alternate routes are in close proximity.

Local Streets: Local streets make up the rest of the City's street network. Local streets are the most common streets by mileage but carry the least amount of traffic over the smallest trip distances. For this reason, these streets are excellent candidates for low-stress bicycle facilities for people of all ages and abilities. The design and operational features of the local streets include 2 automobile lanes, usually unmarked and may include a low-stress bikeway.

Land Use Type Classifications

The land use street classification describes the preferred interface between the roadway and the surrounding area, as well as the design treatment examples.

Residential Corridor Street: Most of the streets in the City of Alameda are fronted by residential land uses which contribute to the City's unique character and small town feel. Some of these streets, however, because of their location and cross-section function, serve as arterials or collectors and carry high volumes of motor vehicle traffic on the island. The result is that the residences along these streets experience higher noise levels, higher vehicle speeds, and in some cases, additional congestion. Residential Corridors are designated to recognize the need for enhanced street livability (landscaping to reduce noise, providing a tree canopy, on-street parking, etc.) and provide access to the communities they serve while preserving mobility for all modes of travel.

Commercial Main Street: Commercial Main Streets are designed to serve adjacent, street facing, commercial land uses. Multi-modal access is emphasized through the placement of pedestrian amenities, bicycle facilities, transit access, and on-street (as opposed to off-street) parking. The street itself is promoted as a place and destination through the use of wider sidewalks, landscaping, and special paving. Building frontages should maintain a common setback and entrances should be oriented facing the street. Curb cuts and driveways should be minimized to help promote a continuous street frontage and to enhance pedestrian safety and environment. Marked pedestrian crosswalks should be frequent to support the higher pedestrian volumes on these streets.

General Commercial + Industrial Street. Serving the industrial, shopping, and office areas of Alameda, General Commercial and Industrial Streets are designed to handle a significant amount of truck and heavy vehicle traffic. Truck access to the adjacent industrial land uses is provided through wider travel lanes and turning radii at intersections. On-street parking is restricted where necessary. Pedestrian and bicycle access should still be maintained but with fewer amenities than the Residential Corridor or Commercial Main Streets.

School and Recreational Zone: School and Recreational Zones are those portions of streets within a 2 block radius around school or public park. School and Recreational Zone streets provide for high quality, low stress pedestrian and bicycle access. Many of the schools in the City are found along Regional and Island Arterials and Island Collectors and therefore the features in this overlay need to be balanced against other features such as the number of travel lanes and lane width. Streets that serve parks, libraries, beaches, and other high pedestrian traffic generators are also included in the School and Recreational Zone classification. Along these streets, pedestrian comfort and safety will receive the highest priority in street design while maintaining the multimodal characteristics of the street. Curb extensions, wider sidewalks, and landscaped medians along with other treatments will be used to enhance the pedestrian environment.

Gateway Street: As an island city, Alameda has a limited number of entryways and points of egress, or "gateways" into the city. The gateways are designed to provide a sense of arrival to residents and visitors coming into the city and to eventually distribute them onto the arterials and other city streets. Proper signage and street design elements should be present to welcome arrivals as well as to set the tone for lower driving speeds in the city. Motorists and other traffic moving between the Main Island and Harbor Bay Isle should keep a sense of continuity between the two parts of the city. Gateways also serve those who wish to leave the city by channeling traffic from city arterials to the rest of the regional network. Egress traffic should be multi-modal and seamless with the connecting networks.

Modal Classifications.

Modal classifications are used to denote a preferred mode of travel on a particular street segment, as well as appropriate design treatments.

Transit Priority. The Transit Priority street classification includes three sub-classifications, each with its own set of design and operational features. The Transit Priority street classification does not imply that a specific type of transit or frequency of service will run on the street; it refers to the preference of transit on the street and the type of design features that would be prioritized. For all Transit Priority street classifications, the pedestrian environment needs to be incorporated into plans, as this is the primary mode of transit access. Streets not classified as Transit Priority streets could nevertheless be used by such non-traditional transit services as neighborhood shuttles, paratransit, electric buses, etc. Non-classification does not preclude the use of full size school buses on specialized "School Routes" as necessary.

Primary Transit Streets provide for high volume and frequent, regional, and city wide transit service. Provide frequent, moderate speed, high capacity service between major regional and city ridership generators. Primary transit streets are candidates for transit priority treatments such as queue jump lanes, limited/local stop service and traffic signal priority/pre-emption. Primary Transit Streets are candidates for Bus Rapid Transit, Streetcars, and other fixed guideway projects.

Secondary Transit Streets provide for local and neighborhood transit service without physical priority treatments.

Exclusive Transit Streets identify future dedicated right of way routes for bus rapid transit.

Bicycle Priority: These streets provide a network of streets that give cross-island access to bikers of all abilities.

Truck Route: The truck route network is designed to maintain a limited number of streets on which through truck traffic is allowed and facilitated by providing adequate lane widths and turning space. Truck traffic is allowed to use non-truck route streets when it is necessary in order to reach their destination. Truck routes must still prioritize the safety of vulnerable roadway users - people walking and bicycling. The street design must balance all of these needs depending on the frequency of truck use and the overall goals of the specific street segment.

2. Health and Safety Element Revisions:

Revise Section 7.1 EMERGENCY MANAGEMENT as follows:

Alameda aspires to be a resilient city that is able to reduce the loss of life, property damage, and environmental degradation from disasters while accelerating economic recovery from those disasters. Alameda enhances community resilience by improving the buildings and infrastructure we all rely on, responding to disasters quickly and effectively, helping owners rebuild damaged buildings quickly, protecting tenants, and keeping businesses open during recovery.

~~The City of Alameda aspires towards resiliency through the continual implementation of emergency management actions that reduce the potential for loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters. To be a resilient city, Alameda is reliant on functional infrastructure systems, buildings, and programs to keep public services operational, assist damaged areas to rebuild, and assist businesses through emergencies and assist in their economic recovery.~~

Disasters are rarely limited to jurisdictional boundaries. The Federal Disaster Mitigation Act of 2000 encourages ~~S~~state, regional and local agencies to work together to mitigate hazards. The City of Alameda maintains an Emergency Management Program to ~~The Alameda Emergency Operations Management program establishes the procedures and communication networks needed to~~ coordinate the City's responses ~~to future~~ public health and safety emergencies and~~or~~ natural disasters.

Revise the following Policies:

HS-4 Public Communication. Maintain and promote community programs to train volunteers, support ~~groups for~~ vulnerable community members like seniors and individuals with disabilities, coordinate with food banks~~,~~ and other local aid organizations, and ~~to~~ assist police, fire, and civil defense personnel during and after a major earthquake, fire, or flood. (See also Policy CC-1).

Actions:

- ***a. Volunteers.*** *Maintain community -based emergency preparedness training programs targeted to neighborhoods and business groups including outreach and coordination with Voluntary Organizations Active in Disasters (VOAD) and other community based programs.*
- ***b. Education.*** *Prepare and/or make available public education and awareness materials in multiple languages on all aspects of emergency preparedness, including the type and extent of hazards in the community, measures to reduce the likelihood of damage and injury, provisions for emergency supplies, steps to take immediately after a disaster, and the location~~s~~ of shelters and medical facilities.*

c. ***Targeted Communication.*** *Engage Alamedans using a wide range of tools, languages and strategies to communicate about all types of health threats and planning, with a special emphasis on the most vulnerable people who are least likely to know about or be able to adapt to various threats.*

HS-7 Infectious Disease Preparedness. Prepare for ~~future~~ outbreaks of infectious diseases and pandemics. (See also Policies ME-14, CC-5, CC-6 and CC-13).

Actions:

a. ***Response Plans.*** *Develop and ~~M~~maintain comprehensive local response plans to infectious diseases, in consultation with Public Health Departments, focused first on protecting the most vulnerable populations from disease, displacement and other consequences of an infectious disease event.*
b. ***Space.*** *Provide ~~flexibility to adapt~~ public and private space, such as public streets, parking lots, parking lanes and sidewalks to accommodate physical distancing~~different uses~~ such as through outdoor dining, drop off and pick up zones, slow streets, and parklets. ~~that allow for increased distance between individuals to reduce risk of spreading infection.~~*
c. ***Contactless.*** *Continue to modernize public facilities and equipment, such as traffic signal "push buttons," parking meters, and foot handles on doors and gates, to minimize the need for touching shared surfaces to reduce the risk of spreading infection.*
d. ***Digital Infrastructure.*** *Continue to work with service providers to ensure that all Alameda residents and businesses are adequately ~~and~~ served by digital infrastructure needed to work or learn remotely.*
e. ***Overcrowding.*** *Minimize residential overcrowding by meeting local and regional housing needs.*
f. ***Curb Flexibility.*** *Explore more flexible uses for curb space to facilitate parklets, outdoor dining and pickup/drop-off zones.*
g. ***Air Quality.*** *Continue to work to improve indoor and outdoor air quality.*

HS-9 Building Standards. Maintain up-to-date building codes and encourage new and existing buildings and infrastructure to be designed or retrofitted for timely restoration of service (functional recovery) following an earthquake, with particular attention on the effects of liquefaction on buildings and infrastructure.

~~Maintain up-to-date local building codes that incorporate new standards for construction pertaining to development on areas of fill or underlain by bay mud or merritt sand.~~

HS-13 Private Buildings. Require owners of vulnerable structures, to the extent feasible, to retrofit existing structures to withstand earthquake ground shaking, and require retrofitting when such structures are substantially rehabilitated or remodeled.

Actions:

a. ***Soft Story Program.*** *Continue to implement the City's Soft Story Program including mandatory requirements for substantially improving the seismic performance of multi-family wood frame residential buildings with open ground floor parking or commercial spaces known as soft stories.*

b. ***Wood Framed Building Program.*** *Continue to implement the City's Wood Framed Building Program, including voluntary requirements for substantially improving the seismic performance of one- and two-story wood frame residential buildings with vulnerable "cripple walls".*

~~b.~~c. *Non-ductile Concrete Buildings. Identify, evaluate and retrofit non-ductile concrete residential and nonresidential buildings that are vulnerable to collapse in earthquakes.*

~~c.~~d. ***Incentives.*** *Develop incentives and assistance to help property owners make their homes and businesses more earthquake-safe. Pursue a variety of funding sources, such as grants, low-interest loans, and tax credits, and zoning waivers and bonuses to assist residents and businesses with seismic upgrades.*

~~d.~~e. ***Shoreline Property Management.*** *Require owners of shoreline properties, to the extent feasible, to inspect, maintain, and repair the perimeter slopes to withstand earthquake ground shaking, consolidation of underlying bay mud, and wave erosion.*

HS-15 Flood Hazard Maps. Prioritize the~~Continue to~~ review and publishing for public discussion the latest and most up to date flood hazard and sea level rise forecasts from all trusted sources. (See also Policy CC-19).

Action:

a. Process. Create a regular process by which information is updated and released to ensure that this information is timely, accurate and accessible for all public and private decision-makers.

HS-16 Regional Partnerships. Actively participate in regional discussions on drought, groundwater and sea level rise mitigation, infrastructure improvements, and adaptation strategies. (See also Policies LU-14, CC-3 and ME-24).

Action:

a. Funding and Partnerships. *Develop partnerships with local, regional, and state agencies to expedite adaptation projects and ensure a healthy watershed that protects and restores water quality, habitat and community vitality along San Leandro Bay and the Oakland-Alameda Estuary.*

~~*Develop partnership opportunities with regional and state agencies such as the Municipal Oakland International Airport, Coast Guard, BCDC and other agencies to fund and build selected adaptive strategies.*~~

HS-20 Tsunami Strategy~~Awareness~~. Assess vertical evacuation options and develop an evacuation strategy, including wayfinding signs, with a focus on access and functional needs.

Action:

a. **Awareness**. Develop a public information campaign to educate the public about tsunami risks and evacuation procedures, with special emphasis on access and functional needs populations**.** ~~Reduce the risk of tsunami inundation through public tsunami education, with special emphasis on evacuation protocols and procedures.~~

HS-28 Collaboration. Work collaboratively with other jurisdictions and agencies to reduce fire hazards in Alameda, with an emphasis on ~~effective vegetation management and~~ mutual aid agreements.

Actions:

a. ***Shutoff Protocol.*** *Establish a local protocol ~~with PG&E~~ to shut off natural gas supply through shutoff valves on gas meters in the highest risk neighborhoods.* ~~*if multiple ruptured gas line breaks occur.*~~

b. ***EBMUD.*** *Develop emergency water storage facilities to provide drinking water to EBMUD customers as well as fight fires in the event an earthquake disrupts the water supply to Alameda.*

~~***b.***~~***c.*** ***Portable Fire Fighting System****. Acquire the capability to use Bay water to fight fires using a system compatible with the ones in nearby cities like San Francisco and Berkeley.*

HS-29 Building Codes for New Development. Require new development to comply with the City's current Fire, Seismic, and Sprinkler Codes and be all-electric with no natural gas or propane plumbing installed.

HS-30 Prevention in Existing Properties~~New Development~~. Encourage existing properties~~Require new development~~ to minimize the risks of fire and include~~s~~ adequate provisions for ~~vegetation management,~~ emergency access and appropriate firefighting equipment.

Action:

a. **Electrification**. Encourage existing properties to convert natural gas fueled space heating, water heating, clothes drying and cooking appliances to electric to minimize the risk of fires and improve indoor air quality.

HS-43 Oakland International Airport Expansion and Settlement Agreement. Oppose ~~any~~ expansion of operations at Oakland International Airport that would negate or reduce the effectiveness of the noise abatement procedures ~~exceed the limits~~ established by the existing Settlement Agreements.

Action g. Monitoring and Assurance. Obtain assurance that the future noise exposure for Alameda is known and that aircraft operations will be controlled to ensure that the projected noise levels are not exceeded. Validation of the 65 dB CNEL contour is to be carried out by means of a permanent full- time noise monitoring system by the Port of Oakland to ensure compliance with the California Airport Noise standards and the ALUC Plan.

HS-48 Airport Land Use Compatibility Plan ~~Safety Zones~~. Regulate land uses within the Oakland International Airport's Airport Influence Area, designated airport safety zones, height referral areas, and noise compatibility zones to minimize the possibility of future noise conflicts and accident hazards.

Actions:

a. **Land Use Safety and Compatibility.** The City shall require all development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the Oakland International Airport to comply with all applicable Federal Aviation Administration rules and regulations, including federal aviation regulations Part 77 et seq., and State law, with respect to criteria related to land use safety and airspace protection.

Revise spotlights to include corrections and updated information suggested by public.